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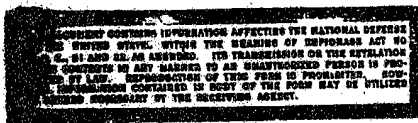
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PASSENGER CARS AT THE PRAGUE EXHIBITION

N. I. Borisov
 Moscow Plant for Small-Displacement Automobiles

Characteristics of the three principal passenger cars made by the nationalized automobile plants of Czechoslovakia, and shown at the 28th Czechoslovakian Exhibition in Prague, are given in the following table:

	<u>Extra-107</u>	<u>Skoda-1101</u>	<u>Agro-Minor</u>
Body	4-door all metal	2-door wood frame	2-door 4-passenger
Dimensions (mm)			
Length	4,540	4,050	4,040
Width	1,670	1,500	1,420
Height	1,520	1,520	1,460
Wheel base (mm)	2,700	2,485	2,300
Gauge (mm)			
Front wheels	1,300	1,200	1,120
Rear wheels	1,300	1,250	1,120
Clearance (mm)	130	190	175
Max speed (km/hr)	--	100	90

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	<u>Tatra-107</u>	<u>Shoda-1101</u>	<u>Aero-Minor</u>
Gross weight, equipped (kg)	1,200	930	690
Fuel consumption per 100 km (liters)	11	8	8
Gas tank capacity (liters)	40	35	25
Tires (inches)	6.00-16	5.00-15	4.75-16
Engine	Air-cooled, opposed cyl-inders	Water-cooled, in-line cyl-inders	Water-cooled, 2-cycle
Location of engine	Rear	Front	Front; drive on front axle
Number of cylinders	4	4	2
Diameter, stroke of pistons (mm)	85 x 86	68 x 75	70 x 80
Working displacement of cylinders (liters)	1.950	1.089	0.616
Maximum power (hp) at number of revolutions indicated	32 4,000	32 --	19.5 3,500
Compression ratio	6	6.3	--
Gears	4 speeds	4 speeds	4 speeds
Gear ratios			
1st gear	3.55:1	4.27:1	
2d gear	2.26:1	2.46:1	
3d gear	1.44:1	1.50:1	
4th gear	0.966:1	1:1	
Reversing	4.73:1	3.61:1	
Master transmission	4.0:1	4.78:1	
Lubrication	Central	Central	Central

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	<u>Tatra-107</u>	<u>Skoda-1101</u>	<u>Aero-Minor</u>
Suspension			
Front	Transverse springs	Transverse springs	Transverse springs
Rear	Torsion, with oscillating semiaxes	Transverse springs	Transverse springs
Engine voltage (volts)	12	6	6
Ampere-hour capacity of battery	--	75	60
Power of generator (watts)	--	90	90

Tatra-107 (Tetraplane)

The Tatra-107, with its 2-liter engine, is one of the heaviest passenger cars scheduled for production during the next few years. Based on the prewar 8-cylinder Tatra-87, the new car's 136-hp engine is located in the rear. Equipment includes hydraulic brakes, telescopic shock absorbers, steering-column gearshift lever, and left-hand emergency brake. Spare tire and gas tank are in the front. The front seat is 1,260 mm wide, and seats three comfortably. The arrangement of units, it should be noted, are the same as in one of the latest American cars, the Tucker.

Skoda-1101

A typical modern small-displacement car, the Skoda has a 1.1-liter engine, conventionally located. Based on the prewar Skoda-Popular, the transmission and chassis have remained basically the same. Features of the new engine include drop-forged crankshaft and connecting rods, aluminum pistons (three-ring), bronze cylinder sleeves, and silent chain drive on the distributor. The engine is mounted at three points on rubber pads. Two transverse leaf springs suspend the body. The clutch is of the one-disc dry type. The Skoda Plant now produces 20-30 Skoda-1101's daily.

Two special-purpose cars made on the chassis of the Skoda-1101 were also shown. One was a truck having 300-kg load capacity. The body is the all-metal van type; load space is 1,100 mm high, 1,280 mm wide, and 1,500 mm long. Tires, 5.75-16 inches; reinforced springs.

The other was a one-bed ambulance, with room for two accompanying persons, beside the driver.

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Aero-Minor

The ultralow-displacement Aero-Minor, with its working stroke of less than one liter, has the shortcomings inherent in cars of this type, namely low durability. These cars must have good roads. Our experience with the BMW, which is similar in design and construction to the Aero-Minor, has shown the failings of the small car. The consumption of 8 liters of gas in 100 miles is much too high for the class of car to which the Aero-Minor belongs. It has a 2-cylinder, 2-cycle engine, water-cooled, with front-wheel drive. The radiator is located behind the engine over the front transverse spring. The chassis is composed of square, hollow-metal members.

Other Cars

The Tatra-87 and the Skoda-Super were also shown. The former is being produced at the rate of three to five per day at present, and it must be supposed that the output will cease entirely when production of the Tatra-107 is organized.

The Skoda-Super has an 80-hp, 6-cylinder motor, with 3.14-liter displacement. The wheel base is 3,310 mm; gauge of front wheels, 1,330 mm; back wheels, 1,420 mm. The body is a 4-door closed sedan. In external appearance, it resembles any modern American medium-size car. The car has not been produced in large quantities, and further production is not anticipated.

American cars shown included 1946-1947 General Motors, Chrysler, Studebaker, and Hudson models.

The European cars shown were prewar models with few exceptions.

The postwar rear-motor Renault is destined for mass production. This 4-passenger car weighs 520 kg, has a 4-cylinder motor with 0.76-liter effective stroke. The wheel base measures 2,100 mm; gauge of front and rear wheels, 1,190 mm. The body is all metal, 2-door.

The Italian Fiat and Alfa-Romeo were also shown.

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